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Usurpers and Tricksters Denounced by Ex-Allies.

Mr. Martin Shows Labor Day Meeting at Nanaimo That Semlin Government Have No Right to Live.

While Mr. McInnes Will Resign in Protest Against Sir Wilfrid Laurier's Deception of British Columbia Electors.

Ex-Archbishop Parades Ralph Smith as His Firm Friend and Says There Must Be a General Election Whenever the House Meets.

The speeches by leading men at Nanaimo's celebration of Labor Day was by all odds the most important feature of a very successful demonstration. This had been arranged by the labor organizations, and as Mr. Joseph Martin, the late attorney-general, was announced as one of those to address the gathering, an immense crowd had assembled to hear him and the other orators. Unfortunately there was a heavy shower of rain early in the forenoon, but towards the hour set for the beginning of the addresses, which were to have been given in the open air, the weather cleared somewhat.

At 2 o'clock the speakers took the platform on "the green," the weather having cleared somewhat, but a second downpour during the opening address of the Chairman, Acting Mayor Manson compelled an adjournment to the shelter of the opera house. Mr. Manson prefaced his remarks with a warm welcome to the Victoria visitors, and read a letter from Ralph Smith, M. P. P., who in answer to urgent telegrams had gone to Rossland to assist the labor organizations there in celebrating Labor Day.

MISSIONARIES TO OTTAWA.

Dominion Government Not Alive to Its Duty in the Matter of Chinese Immigration.

Andrew Haslam, ex-M. P., was the first speaker, and stated his appreciation of the invitation to be present and address the meeting. It was a good sign when an employer gets such an invitation from organized labor. The workers of Nanaimo had a great deal to be proud of, but there remained a great deal to be done, not only for the workingmen, but also in the interests of those employers who were willing to acknowledge the rights of organized labor. A frank and honest discussion of the whole situation would, he thought, be the best in the interests of all, so that all could see that in some cases employers were compelled by circumstances over which they had no control to act in a manner contrary to their principles. Without wishing to reflect on the party now in power at Ottawa, as their predecessors had been equally to blame, he said that legislation with respect to at least one industry of this province—lumbering—was discriminating in favor of the Sound mills at the expense of our own. Mr. Haslam then went into some details, showing how the Liberal policy of "free trade as they have it in England" collected a toll on everything the lumbermen used and afforded them not one iota of protection for their product. At present his was about the only mill in the province that was operated entirely without the aid of Chinese or Japanese, but as things were it was impossible to say how soon he would be compelled to avail of Oriental labor, as the cheaper lumber of Puget Sound could undersell the local product in nearly every market. He moved:

"That this meeting views with alarm the recent decision of the Privy Council which pronounces it ultra vires of the provincial legislature to legislate against Chinese.

"That we believe that unless the Dominion government aids the provincial authorities by enacting legislation which will restrict Oriental immigration, an incalculable injury will be done both to the labor and to the business interests of the country.

"That the Dominion government has the power to restrict Chinese immigration by increasing the per capita tax and also to prevent the importation of other ignorant and undesirable immigrants by the adoption of the Natal system, which demands an educational test from those coming into their country.

"That the Dominion government and the people in the East generally do not seem to be aware of the gravity of the situation, and that it is necessary for us in British Columbia to initiate missionary work in the East to open its eyes to its duty.

"Therefore we pledge ourselves heartily to support, morally and financially, any scheme looking to the accomplishment of the above aims, and would recommend that one or more able speakers be sent to the East and supported there in an active campaign along the suggested lines."

The resolution was seconded by William McCallum, who thought the present an opportune time for such a resolution, particularly in view of the recent legislation in the provincial house, as well as the act of the Privy Council, in setting it aside.

Mr. McCallum then read an extract from the Year Book of New Zealand, showing the working of the Chinese Exclusion act of that colony, which had increased the tax from £10 to £100, with the result that where in 1887 nearly 2,000 had paid poll tax, in 1897 only two

Strikes an Iceberg.

Anchor Line Steamer Has Moment of Extreme Peril Off Newfoundland.

Backing Full Speed City of Rome Escapes With Disfigurement of Bow.

Splendid Behavior of Whole Crew in Preparation for Imminent Disaster.

By Associated Press.

New York, Sept. 5.—Passengers who arrived here on the Anchor line steamship City of Rome, from Glasgow, yesterday told of an exciting experience they had on Thursday last off the Banks of Newfoundland, when the vessel ran into an iceberg in a dense fog, and had a narrow escape from adding another to the list of frightful disasters at sea.

The City of Rome left Glasgow on August 26, and had a fair and uneventful voyage until Thursday, August 31, when early in the day she ran into a thick, heavy fog. Her speed was reduced to about 9 knots per hour, and extra lookouts were posted. As the day wore on, the air became cold, and fearing icebergs might be the cause, Capt. Hugh Young and several of his officers remained constantly on the bridge. The entire crew, too, was held in readiness for any emergency, but no word of the anxiety of the ship's officers reached the passengers, and those in the first cabin who ate at the first table were at dinner when the collision occurred at 5:50 o'clock.

Captain Young was pacing the bridge, occasionally stopping to peer into the gloom, or to speak to one of the other officers, and by his direction one of them had just signalled the engineer to slow down still more, when the lookout on the starboard side yelled and shouted: "Ice dead ahead, sir!" Within a second the bells were clanging in the engine-room and the City of Rome was backing at full speed. Meantime all the officers except the Captain had sprung from the bridge, and in response to their orders the crew were taking their posts at the boats and elsewhere.

When the vessel struck every man was in his place, and the boats were being made ready to drop over the sides. All this was done in a few seconds, and almost at the same time there came a sharp, quick shock, under which the vessel reeled slightly to port for a moment. There was a crunching noise, the bow rose high in the air, and then dropped to the level again, as the City of Rome was crashing through and glancing along the edge of the iceberg passed it, and disappeared in the fog.

It was all over in a minute and then Capt. Young hastened to the bow and lowered himself from the chains to ascertain what damage had been done. He re-appeared in about two minutes and shouted to the passengers, who now crowded the decks: "No damage; no danger." What he found was that the bobstay had been bent in and the right arm of the figurehead, representing Julius Caesar, had been broken off.

There was a scene of considerable excitement in the cabin when the ship was at the collision occurred, and it was only prevented from becoming a panic by the coolness and energy of the ship's surgeon, Dr. John K. Crawford, and other officers, who finally succeeded in quieting the fears of the passengers. Several women fainted, others became hysterical and a number of men and women fell upon their knees in prayer.

"There was also a new terror added to the scene for a few minutes. A passenger who had acted queerly during the voyage and had, it is said, been put under some restraint, ran from his stateroom and through the saloon, wildly brandishing a knife. Within ten or fifteen minutes, however, quiet was fully restored, but many of the passengers, the women especially, remained up all night, and some took the precaution of providing themselves with life-preservers.

"Capt. Young when asked about the collision said: "We ran into a berg in a fog; that's about the whole of it. The figurehead was damaged and the bobstay was bent, but there was no other damage done that I know of. None of the plates were strained, nor was there any leakage, as far as I could see. The ship is as tight now as when she was built. We were going at about nine knots an hour before we saw the berg. We saw a piece of floating ice and had signalled to stop just before we saw the berg. When we saw it we were making about three knots an hour. We were backing at full speed when we struck. We were in latitude 35.30 N. and longitude 48.44 W. As to leakage I know of none. The ship is fit to go around the world now, but we may employ a diver to make sure that there has been no strain."

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HARRY SALMON,

The Corner

The Colonist.

WEDNESDAY, SEPTEMBER 6, 1899

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TURNERISM.

Mr. Joseph Martin said at Nanaimo on Monday that Turnerism was no longer in existence, and that the Colonist admitted it. Mr. Martin is not quite accurate. The Colonist never admitted that there was such a thing as Turnerism. There never was. Mr. Turner and his political associates were a number of gentlemen endeavoring to promote the interests of British Columbia as best they could, and succeeded in a very admirable manner in so doing. They were not inspired by any special "ism," except patriotism. They desired to give the country good government, and in their policy recognized no distinction between classes or sections. Every one may not agree as to the merits of the measures which they advocated, but no one will claim that the intention was not to promote the public welfare, or pretend for a moment that they made any personal profit out of their positions. Mr. Martin said that it could be claimed of the Turner ministry that they were at least open and above-board in their transactions. This is very true. It is to the lasting credit of these gentlemen that they had nothing to conceal. Microscopic examination of their record by the most unfriendly critics has utterly failed to disclose the smallest transaction to their discredit. We invite the attention of the public to this exceedingly interesting and important fact. It will bear further comment.

When Mr. Turner and his associates were dismissed, the claim was made that they had been acting dishonestly. For at least two years the burden of the opposition press had been to this effect. It is true that the charges were in the shape of innuendo only, but many threats were made as to what would be disclosed, when once the records of the government were made available for the inspection of the then opposition. The circumstances directly surrounding the dismissal were such as to create an impression that dishonest practices might be concealed in connection with the administration of affairs. Under these circumstances it is not a matter of surprise that many people throughout the province expected that when the new ministers had had an opportunity to examine the records of their predecessors they would discover something which would sustain the impression which they had labored so hard to create. It was expected that at least some colorable showing would be presented to the house of reasons why the Turner ministry was no longer deserving of public confidence. The new government were in office six months before the house met. They were able in that time to ransack every pigeon-hole in the public departments. Their supporters throughout the country declared that the ministers would show when the house met that the Lieutenant-Governor had abundant ground for withdrawing his confidence from their predecessors. What was the fact? Not a single statement was made on the floor of the house, or has since been made anywhere else, even to suggest that the administration of affairs under Mr. Turner and his colleagues was not absolutely above reproach, so far as the honest and faithful discharge of the trust reposed in the ministers was concerned. Week after week the Colonist called upon Mr. Semlin to accept the responsibility for the dismissal and to justify it to the legislature. Does any one suppose that if he could have shown a single fact in the record of the Turner government to justify it, he would not have taken up this repeated challenge? Does any one suppose that so pugnacious a gentleman as Mr. Joseph Martin would be content

to sit in the house day after day with a handful of political trumps and yet not play them? It is beyond all question that the Semlin ministry completely failed to discover anything on the most careful scrutiny to justify the dismissal. It will be remembered that when they were forced to accept the responsibility of the Lieutenant-Governor's act by a resolution moved by the opposition, they did so in a purely perfunctory manner, not claiming to be in possession of a single fact beyond those referred to in the Lieutenant-Governor's letters, not one of which is now thought by any reasonable man to have been sufficient to justify His Honor's action.

The people of British Columbia are awake to these facts. We believe that even the Lieutenant-Governor himself must be fully satisfied that he made a mistake, and that it would have been much better for the province if he had permitted Mr. Turner to remain in office. We are very sure that such is the general opinion of the people of the province, and this growing opinion will be very potent in shaping the future of our local politics.

If a patriotic effort to give the province good government, to introduce measures calculated to develop its vast resources, to honestly administer every trust, to avoid political scandals, to know neither class nor section in the administration of law or the formation of a policy, and to keep the good name of British Columbia unsullied at home and abroad is Turnerism, then the Colonist for one wants more of it, and it believes the people of the whole province want more of it. If this is Turnerism, then Turnerism is not dead, but is stronger and healthier and more manifest to-day than ever; for the people are determined to have these things, and they know that they are not getting them at the hands of Mr. Semlin and his colleagues.

THE POSITION OF
THE GOVERNMENT.

The Colonist thinks the government is in no danger. We should suppose that not only the government but the province is in danger, as long as the minister responsible for the receipt and expenditure of the public moneys lies under an unanswered charge of having deliberately falsified the records of the Executive Council. The Nelson Miner infers from the statement of the New Westminster paper that the government has some sort of a guarantee from the Lieutenant-Governor that he will not disturb them in office, no matter how long this charge remains unanswered. We refuse to believe this.

Suppose we apply the facts of the British Columbia case to a government in some other place. Let us suppose that the Minister of Justice should write a letter to Sir Wilfrid Laurier, and publish it in the papers that the Finance Minister was guilty of deliberately falsifying the records of the Privy Council. Would any one venture to say that such a charge would not call for immediate action by the Governor-General; that is, if it is supposed that Sir Wilfrid Laurier would permit it to go forth to the public unanswered, and yet allow the Minister to remain in office? Does any one suppose that public opinion all over Canada and the English-speaking world would not give forth an indignant protest if such a charge should go unanswered? Would not the News-Advertiser demand in its strongest language that the charge should be met in some way, or the minister be ignominiously dismissed? Would the Finance Minister be content to remain for one moment under such a charge? If he did, would not public opinion condemn him because of his silence? Would the most ardent supporter of the Dominion government claim that it was safe, or that the Dominion was safe, while such a charge remained unanswered?

Serious as this charge is, its seriousness is as nothing compared to the conception of public opinion which it discloses on the part of Mr. Cotton. Every honest man repudiates with indignation any imputation on his honor. Is deliberate falsification of records not an imputation on Mr. Cotton's honor? Does he not lay himself open to the charge of not deeming his honor worth protection when he permits such a charge to remain unanswered. Is not the logical conclusion from his silence that he fears to speak? Martin says he is guilty. He says the Premier knows he is guilty. He says his other colleagues know of his guilt. And Mr. Cotton does not deny his guilt. Now, we say that no man is fit to be trusted with the custody of the public funds and with the expenditure of them who remains silent under such conditions. He may be the very incarnation of honesty, but his extraordinary misconception of what public opinion demands of public servants renders him unfit for public office of any sort. His silence has done irreparable harm to British Columbia politics, and no matter what explanation he may offer now or hereafter, he will stand condemned before all the world.

THE PROPER COURSE.

Mr. Semlin ought to advise the Lieutenant-Governor to call the legislature together with the least possible delay. He knows perfectly well that he no longer has the support of a majority of the members, and, as he is an honest man, he can hardly propose to continue to hold office under such circumstances. We admit that he has the right, constitutionally, to administer affairs until he has received his dismissal at the hands either of the Lieutenant-Governor or the house, and that he is under no legal obligation to call the house together for several months yet. But certain obligations rest upon a premier which are

not written in the books. One of these is to resign office when he is satisfied that his support does not include a majority of the members. Mr. Semlin's position is precisely as it would be if a general election had taken place, and he found himself in a minority. He would then undoubtedly resign. He ought to do so now, without waiting for the verdict of the members, but if he is not disposed to do this, he ought to at least give the members the opportunity of expressing their views in the regular way. This can only be done by calling the house together.

Public interests demand that the house shall be called together. Everything all over the province is at sixes and sevens. Profound dissatisfaction exists with some of the laws passed last session, and with some of the administrative acts of the government. The feeling of unrest is general. All lines of business are feeling it. The people of all sections feel unsafe in the hands of the present advisers of the Lieutenant-Governor, and are looking forward to the action of the house with great interest and anxiety. An early session would have a wonderfully clarifying effect upon the political and business atmosphere. The session cannot come too soon.

Many appeals are being directed to the Lieutenant-Governor in this connection. Under the principles of responsible government, as they used to be understood, such appeals are unwarranted. The Lieutenant-Governor is supposed to act only on the advice of his minister, and unless his minister advises him that a session ought to be held, he is supposed, theoretically, not to know it. But we have seen this rule of ministerial responsibility departed from in two conspicuous cases recently. One was the case where Lord Aberdeen undertook to interpret the result of the elections of 1896 without consulting his minister, and the other was when Lieutenant-Governor McInnes did the same thing in British Columbia. The Colonist on both occasions protested against the injection of personal government into our affairs, but if these precedents are to govern in future, there is every reason why Lieutenant-Governor McInnes should interpret the incidents of the past few months and require Mr. Semlin, as the condition of further tenure of office, to consult the legislature at the earliest possible moment. He has the power to do so, if he wishes to exercise it, and it is not easy to think of a time when such power ought to be exercised, if it ought not to be now.

THE OCEANIC.

Probably the majority of Colonist readers will remember the furore created by the construction of the Great Eastern, which was supposed at the time to be the very climax of naval architecture. The Great Eastern was designed by I. K. Brunel, and was launched in 1858. She was the wonder of the world. In 1860 she made her first trans-Atlantic voyage, but did not prove a success. She was then sent to various parts of the world on exhibition voyages. In 1865 she was employed in laying the Atlantic cable, and proved so useful for that purpose that for a time it was thought that her mission had been discovered. But there was a limit to this kind of work, and the Great Eastern was rapidly becoming antiquated, so speedily was marine architecture advancing. In 1884 this famous ship was dismantled and converted into a coal hulk, and two years later, being found too cumbersome for this service, she was sold as junk, and went to the scrap-heap as old iron. The Great Eastern's dimensions were: Length between perpendiculars, 680 feet (over all, 691 feet); breadth, 83 feet; depth, 58 feet; draught, 15 feet; displacement, 11,844 tons; weight of hull, 8,000 tons. She was truly an immense ship, and it is not surprising that originally it was proposed to call her the Leviathan, the name being abandoned only because her constructor saw with prophetic eye that a greater monster of the sea would one day take her laurels from her. This dream has been fulfilled.

The White Star steamer Oceanic, which leaves Liverpool on her maiden voyage to-day, bound for New York, is a greater ship than the Great Eastern. Her length between perpendiculars is 691 feet (over all, 704 feet); breadth, 82 feet 4½ inches; depth, 49 feet; draught, 22 feet; displacement, 18,000 tons; weight of hull, 12,500 tons. An idea of the enormous scale upon which this vessel is constructed may be gained from the fact that if one of her smoke funnels were laid on its sides, two electric car tracks could be laid through it, side by side, and the cars would have abundant room to pass each other. She surpasses in size anything that has ever been afloat on the ocean. This enormous ship is built on such lines that she does not appear very large. Victorians can get a pretty good idea of her size by remembering that the James Bay bridge is 701 feet long, or 3 feet shorter than the Oceanic, and 35 feet wide, or just a little more than half as wide as that vessel. The Oceanic is not expected to be a very speedy vessel, although she will be much faster than the Great Eastern.

The story of the City of Rome shows that the sea is the place where the Briton is always at his best. It is a splendid story of courage and discipline.

A correspondent, who asks how he shall get his name on the voters' list for the Dominion elections, is informed that he must become registered on the provincial voters' list.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Carter's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

A CHANGEABLE CABINET.

Only Three of the Eight Original Members Now Remain.

Of the eight men who sat down at President McKinley's council table at the beginning of the administration only three remain, says a writer in Leslie's Weekly. These are Secretaries Gage, Blair and Wilson, respectively of the treasury, navy and agricultural departments. Secretaries Sherman and Day of the state department followed each other into retirement from that office, and the portfolio went to Colonel Hay. Attorney-General McKenna passed to the supreme court, and Governor Briggs, of New Jersey, took the vacant place. Secretary Bliss, of the interior department, was succeeded by Mr. Hitchcock. Postmaster-General Murray gave way to Charles Emory Smith, one of the hardest workers in the cabinet, and now General Alger has stepped out of the war office, and Elihu Root, of New York, has stepped in. All these changes have occurred in less than two and a half years.

Seldom has this record been equalled. All the original members of Washington's cabinet were out before the end of their chief's service, but this continued during eight years, and the cabinet then had only four members—the heads of the state, treasury and war departments, respectively, and the attorney-general. There was a clean sweep during President Adams' four years, but Adams had adopted all the members of Washington's cabinet as it existed at the latter's retirement, and most of them were never in harmony with him.

The only other presidents who have had such sweeping changes in their cabinets as have occurred in the past two years were Jackson and Tyler. The "Peggy O'Neill war" in Jackson's case caused, in about two years, the retirement of five out of the six members which the cabinet had then. On account of the bank fight, all of Tyler's cabinet except one, the secretary of state, retired in less than half a year after Tyler's service began. Tyler's entire cabinet went out in a year and a third, but this was because of the death of their chief. Many changes occurred in the Johnson and Grant cabinets, but not as many in the same length of time as in President McKinley's.

All presidents, of course, when they enter office, are anxious to retain their cabinets unbroken to the end of their service. All have failed, however, in this respect except one. President Pierce's was the only cabinet in American history which remained unbroken until the close of the presidential term. Three of the seven members of Pierce's cabinet—William L. Marcy, secretary of state; Jefferson Davis, secretary of war, and Caleb Cushing, attorney-general—were men of marked influence and ability. John Quincy Adams almost equalled the Pierce record of a quarter of a century later, but he had one change in his four years, that of secretary of war.



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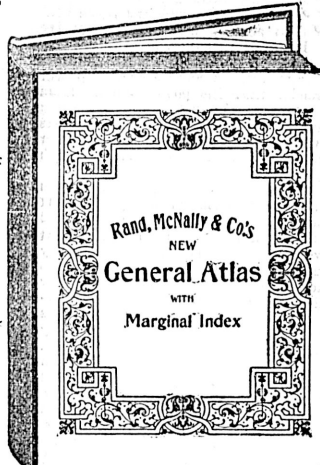
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"VICTORIA TIDES."

(By Mr. Napier Denison.)

Time.	Height.	Time.	Height.
3:10 a.m.	8.6 feet.	4:00 a.m.	8.8 feet.
9:30 a.m.	5.0 feet.	10:00 a.m.	5.6 feet.
3:50 p.m.	8.2 feet.	4:08 p.m.	8.1 feet.
9:56 p.m.	4.9 feet.	10:30 p.m.	4.3 feet.

THE LOCAL NEWS.

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I will take it—
If you have time
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Bass' XXXX on draught at the Occidental.

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Hot lunch at the Manhattan from 11 a.m. to midnight.

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Don't you often hear it said that advertising is a fine art? You require the truth neatly and plainly put. When you hear that "HENDI" Ceylon Tea is the best and purest on the market you have it.

For many years the medical profession and optical fraternity searched in vain for a remedy for cross-eyes, and it was only after a careful perusal of the matter by the most learned in this city, is devoting much attention to the results were obtained by an operation. The undersigned is now rectifying the defect without pain or operation. Dr. W. J. Harvey, F. O. M. C. I., 49 Government street.

A Kindly Act.—Mr. Robert Jamieson did a very kindly act on Monday, when he admitted a number of old men to the Godfrey band matinee without charge.

Don't forget that we are still at the old stand with a full line of pure drugs and toilet articles. Prescription work a specialty. Our motto is quality first and always. F. W. Fawcett & Co., 49 Government street.

Training Deaf Mutes.—Miss Merritt, who resides at Chembank, in this city, is devoting much attention to the training of deaf children, who are deaf mutes. She has been instructing them for several days, and is meeting with gratifying success. It seems altogether probable that these little ones, both of whom were born deaf, will be taught not only to speak but to hear. Miss Merritt's experiments with them are highly interesting, and seem to suggest that deafness in these two cases may be cured by an educational process coupled with appropriate physical training. The experiments are likely to have a good deal of value, and it would be a kindly as well as public-spirited act if some of our citizens would take the case up and give

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It pays to deal with a responsible firm.

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82 YATES ST.

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G. A. RICHARDSON & CO.

The Phantom

Re-Appears.

Mysterious Barkentine Now Reported From Hesquiot—Away for Dawson.

"Katie Flickinger" and Drumlairig Reported—Other News of the Waterfront.

Somewhat after the fashion of another famous ghost, that of the late Mr. Banquo, that phantom barkentine reported several times recently from points along the West Coast, resolutely refuses to be laid. It was thought that the last had been heard of it when Mr. Thomas Earle's manager at Clayoquot gave the denial to the previous reports to the effect that there was no sign of life on board. He said that he had seen men walking about the deck, and it was then concluded that the mysterious craft had only got a little closer inshore than safety would warrant, and had at the first opportunity stood out again. The Willapa, returning from the Coast yesterday, brings another report, however, which would indicate something serious amiss, if not on this same barkentine, upon some other and very similar craft afloat in the waters skirting the Vancouver Island coast-line. This time the news comes from Hesquiot, considerably farther up the Coast than Clayoquot, John Goltz, a prospector, giving the information that he saw a barkentine, or at all events a three-masted vessel appearing to be barkentine in the afternoon of August 20 (or a week later than the vision had appeared out of the fog to the Clayoquot folks). At this time the weather was clear, and the unidentified craft rode within two miles of the shore, with sails partially set, and unpleasantly close to Sunday rock. Goltz distinctly made out a flag in the rigging and apparently reversed in any event a signal of distress, and he would have gone out to learn more of the ship and her people but for the fact that the water was too rough to think of venturing on it in a small boat. He could not see any movement of people on board, nor recognize the nationality indicated by the distress flag. It seemed, however, darker than an American flag would be. The winds since the 20th ultimo have been westerly, which would carry the ship to the southward in the case of her under being carried away, which is supposed to be the case. Aside from this supplementary news of the phantom barkentine, the Willapa brought little specially interesting information from the Coast. Her returning passengers included A. Leach and H. Short, experienced miners who have been up to Week Bay to have a look at the black-sand deposits, which they regard as fairly promising. Mrs. E. and Miss L. Margotich, from Uchelet; J. W. Ladd and W. H. Platt, of the Seachart Iron Mining Co.; T. D. Conway, of the C. P. R. telegraph service; W. Windle, George Smith; John Cranston; H. C. Brewster; H. E. Newton; and J. W. Williams. The West Coast canneries are reported to be doing little as yet, and the bulk of the homeward freight consisted of a few barrels of dogfish oil. The Willapa is to sail Coastward to-morrow night.

THE REASON OF

Restoration of the Tide Gauge Needed to Enable the Victorians to Come in With Safety.

The steamer Victorian on her Sunday and Monday trips to Victoria landed her passengers and freight at the outer wharf; yesterday, however, she came to the old Kingsmen landing-place in the inner harbor, which will be her regular dock for arrival and departure hereafter. Captain Anderson's chief objection to coming into the inner harbor in the absence of the old tide-gauge, which in the past was of the greatest assistance to the Sound steamers. It appears to have been merely a matter of trifling neglect that the gauge has not been replaced before this, and the attention of the agent of marine having been directed to the necessity for the aid, it will probably be provided without loss of time.

McKENZIE BROS.' OFFER.

One of the Principals to Confer With the Council Committee—Capt. McKenzie Interviewed.

Capt. McKenzie, of the firm of McKenzie Bros., whose offer to provide Victoria with a fast steamer connection with Vancouver is now receiving the consideration of a council committee of which Ald. Brydon is chairman, will be here in the course of a few days for an interview suggested by this committee. Speaking of his proposal to a Vancouver World reporter a day or so ago, Capt. McKenzie said "that he was fully prepared to carry out the contract, and for all concerned he thought that the service could be made a success. He could not, he said, fear anything in the way of opposition from other steamship companies, as several had either made offers to do the same thing or else had had the matter under consideration. The service he had suggested would be a very fine thing from the point of view of the people of Victoria, for instead of sleeping and spending their money on board the boat, passengers would naturally spend all the more time in the city and

(Continued on Sixth Page.)

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40 FORT STREET,

VICTORIA, B. C.

Esquimalt-Nanaimo Railway

TIME TABLE No. 34.

	DAILY. A.M.	SATURDAY. P.M.	SUNDAY. P.M.
Leave Victoria	9:00	4:25	2:00
Arrive Esquimalt	9:28	4:53	2:28
" Glenora	10:02	5:31	3:09
" Shewanigan Lake	10:14	5:39	3:14
" Cobble Hill	10:23	5:48	3:22
" Duncan	10:48	6:15	3:47
" Chemainus	11:17	6:44	4:15
" Nanaimo	12:14	7:41	5:15
" Wellington	12:40	7:55	5:30

EXCURSION TICKETS

On Sale To And From All Points
On Saturdays And Sundays.

For rates and all information apply at Company's offices.
A. DUNSMUIR, President. GEO. L. COURTNEY, Traffic Manager.

THE UNHAPPY HACKMEN.

How the Cancellation of the Stands Looks to Those Who Make Their Living by Driving.

Some forgotten philosopher has aptly said that one side of a case always looks well until the other side is heard, which axiom applies to the hack stand question just as much as to any other. The hackmen, although they have accepted Hobson's choice in connection with the council's new regulations, are by no means satisfied that they have been justly treated in the premises. They incline to the opinion that stands for a few carriages in the real centres of traffic are a needless expense, and that if New York, Chicago, San Francisco and Toronto—in fact all large cities—can arrange for such stands, Victoria should not be classed as too crowded for them.

"There must be some central point at which people can depend upon finding us as a rule," said one of the fraternity yesterday—"or else we are heavy losers. For instance, if I drive a man home, and he has run out of change, he not infrequently says, 'I'll see you on the stand and give it to you.' And possibly in the course of the next day or two, he drops around and pays."

"Now, he couldn't do that if he did not know whether we would be standing at the end of Douglas street or up on Spring Ridge, which the council seem to think is good enough for us. "There's another thing, the people who want a hack, want to find it where they are walking. If a customer doesn't know what way to turn, if anything happens on the streets, we get the blame. If the street car company crowds its rails so that cyclists and pedestrians have a close shave, what is the grumble? The hacks are liable to become a nuisance to the safety of the public, and must get off the earth!"

"We are where their customers go naturally, and we are entitled to be where we can make a living."

"We pay not only our taxes, but our special licenses, and we are watched and assessed and regulated and we don't know what way to turn. If anything happens on the streets, we get the blame. If the street car company crowds its rails so that cyclists and pedestrians have a close shave, what is the grumble? The hacks are liable to become a nuisance to the safety of the public, and must get off the earth!"

"And the bicyclists, too, who have not their living to make by riding their wheels, will never do to have them go round, if need be, so that the hackmen might stand some short cuts."

"In their dealing with the hackmen, the council appears to adopt this principle: First consult the interests of the tramway company—because it is a big company. Then look out for the interests of the bicyclists—for they are possessed of many votes. Give the hackmen anything that's left after all others have their wishes met. "We are bound to get the worst end of it in the long run. It's just like one part of our trade. A sport-loving young man out for a frolic buys wine at \$2.50 of \$5 a bottle till the funds begin to run low. Then he goes in for ordinary drinks at two for a quarter. Perhaps he comes down finally to the cent beers, and when he can't buy another beer he hunts up a hackman and is driven home—and of course stands off the hackman."

A Growing Business.—A short time ago the Merchants' Bank of Halifax opened its fortieth branch, the location being Republic, in the state of Washington. The forty-first branch was opened last week at Ottawa, where the premises and business of the Banque Jacques Cartier have been taken over. In this connection it is interesting to note that Mr. Pease, the assistant general manager of this institution, whose headquarters are at Montreal, has been offered the management of a new bank with very large capital, to be started in London by J. W. Mackay and others.

Circus Laid Off.—Main's circus struck a snag in Portland, where it intended to show on Labor Day until by 10 to 1 the council passed an ordinance regulating circuses, travelling shows, etc., and providing that such circuses should not give performances or parades in Portland on the first Mondays in September, commonly known as Labor Day, and providing penalties for the violation of this law. As several of the circuses who have come to the city should take part in any performance or parade on Labor Day, it was stated that Main was to have given a performance at Chehalis on Labor Day but on learning that the federated trades were to have a parade and a picnic in Portland and there was likely to be a large number of visitors, had cancelled his engagement at Chehalis.

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WATERPROOFSNEW STYLES FOR FALL
NOW SHOWING.

This latest shipment of Fashionable Raincoats is worth your attention and the reasonableness of the prices will appeal to your judgment.

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"OVERLAND CIGARS"

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Specially selected,
Domestic Cigar.

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Old Country Boots

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G. E. JOHNSTON, Proprietor.

Grand Central Hotel,

Cowichan Lake.
Summer resort of the Island. Noted for fly fishing. Stage leaves Duncan, B. & N. railway, Monday, Wednesday and Friday. Special tickets will be issued by B. & N. railway for Cowichan Lake, good for 15 days, on Monday, Wednesday and Friday—\$5 return.

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Assisted by MISS E. E. VOGEL.

Certificated pupil of the Leipzig Conservatory, Germany.

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POSITIVELY THE BEST
at one quarter the cost of the old machines.

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GLASSES ADJUSTED. 37 EYES TESTED FREE.

F. O. ST.

LEMP'S BEER

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LEMP'S BEER

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and from Liquor Dealers Generally. . . .

ASK YOUR PURVEYOR FOR IT.

You may be told "There Are Others," but there isn't. Lemp's is THE BEST.

GENERAL AGENTS FOR THE PROVINCE
PITHER & LEISER, Victoria, B.C.

LEMP'S BEER

LEMP'S BEER

LOCAL SHIPPING.

(Continued from Fifth Page.)

leave their money in stores and hotels. He had also promised a reduction in the fare of just half what it is at the present time, in consideration of a bonus of \$12,500 being offered by the city for the maintenance of the service according to the proposal that he had made. He thinks that there will be little trouble in coming to a business-like understanding with the city at once, in order that definite arrangements for the new service can be made right away."

HER HULL IS STRENGTHENED.

And the Victorian Will Therefore Be Able to Utilize Her Full Engine Capacity.

When she was on the Victoria-Puget Sound run before, the Victorian proved a comparative failure, for the reason that her hull appeared too frail to permit of her full speed being developed. In other words, she was over-engineered, and running her at the limit meant simply shaking her to pieces. Intelligent and apparently successful efforts have been put forth in the remodeling of the ship, to correct this weakness, the hull being so braced and strengthened that the shaking and oscillation are no longer noticeable, nor yet a source of alarm to passengers. So soon as the stiffness is out of the engine, Chief Engineer Hill promises to show the people of the Victorian's terminal ports the best connections as to speed ever made on the run.

THROUGH FREIGHTS REFUSED.

Consignments are Now Booked No Farther Than Bennett, and for an Obvious Reason.

It will be of importance to shippers of Northern freight to remember that consignments can no longer be billed through to Dawson, the possibility of the rivers freezing over having to be taken into account by the forwarding concerns. Freight will hereafter be billed to Bennett, whence it will be pushed on to the Klondike capital as quickly as possible. It is not anticipated that the rivers will remain open for navigation as long this year as they were last, as late arrivals report that it is already growing cold in the Yukon valley. In the fall of 1898 the Orca was the last steamer to arrive at Dawson, she making that port October 15. And according to Northern steamship men, it is extremely improbable that any steamer will go through this year later than October 1.

CANNERIES HAVE DONE WELL.

The Louise Brings Down a Valuable Load Fur Cargo—Salmon Shipments.

The C. P. N. Company's steamer Princess was at the ocean dock yesterday, loading some 8,000 odd cases of salmon for Fraser river points, for which she left late in the evening. Included in this extra cargo were 5,855 cases from H. Bell-Irving & Co., for the Phoenix cannery at Steveston, where it is to be transhipped by sailing vessel for the

United Kingdom. There were also 2300 cases for R. P. Rithet & Co., Ltd., and be landed at New Westminster, and sent to the Eastern market by the C. P. R. The Louise arrived on Monday last from the North, the bulk of her passengers being men who had been engaged in the cannery work during the season just closed. They state that the pack in the North will be much larger than previously anticipated, and bring the news that navigation has closed thus early on the Skeena and Stikine rivers, the Caledonia and the Strathcona being already laid up. The down cargo of the Louise consisted chiefly of land furs, of which there were fully \$25,000 worth aboard. The Louise returns North on Saturday.

IN FROM THE ORIENT.

Glenogle Reaches Port Early This Morning, After an Uneventful Trip.

The steamer Glenogle, from China and Japan, tied up to the outer wharf early this morning. She left Yokohama on August 23, and had an uneventful trip. She brought five saloon passengers—Malcolm Fenwick, a Canadian missionary who is en route to Toronto from Corea; J. H. Emery, an Idaho mining man, who has been working at Wolsong, China; Miss Wallace, of Tacoma, and Miss Scott of New York, and George Cummings of the Washington Flour Mills. The steamer brought seven Japs for Victoria, and thirty-two for Tacoma, and thirty Chinese for Victoria.

FULL CARGO FOR DAWSON.

Luxuries and Necessities Make Up a Full Freight for the Big Barge Georgian.

Out at the Brackman & Ker wharves yesterday the big large Georgian completed her cargo, and made ready to sail for the North in tow of the tug Manie. She had on board when she got away late in the evening a large quantity of dressed lumber for the Canadian Development Company; some 20 tons of baled hay and oats for Eckardt & Macaulay; 50 tons of more or less steam-chewing machinery, which the Albion Iron Works have supplied; and Mr. Eckardt is taking to Dawson as a personal speculation ten horses for the same enterprising gentleman; and a consignment of cutters and fancy sleighs, in which the rich ones of the Klondike will enjoy themselves during the winter season.

"FULL UP" WITH FREIGHT.

Steamer Danube Leaves To-night With Many Passengers and Heavy Freight for Dawson.

Steamer Danube, Captain Peet, of the C. P. N. fleet, is to leave to-night for Skagway and other Northern ports, "full up" with both passengers and freight. The consignments include several important shipments of machinery for Dawson, with large quantities of feed stuffs. As the time is fast approaching when communication between the Coast and the Yukon centres will be cut off, it is to be noted that enterprising merchants are making heavy shipments of articles that cannot be taken in during the winter months, such as potatoes and onions, large lots of which commodities go forward to Dawson by the Danube to-night. The machinery shipments consist chiefly of thawing machinery sent forward by

Thomas Shaw, both on order and speculation. Mr. Shaw's son is accompanying them through to Dawson; while D. McArthur is also taking with him a plant of the most approved description for working the claims in which he is interested. The passengers booked for Skagway and beyond, the majority of whom are for Dawson, include the Swiss party of eleven, from over the C. P. R.; a Nanaimo party of fifteen; Miss Brookway; Mrs. Banks; A. E. Hyde; T. H. McGoff; Mrs. Davidson, wife of the Mayor of Nanaimo; Captain Buckley; Thos. Weir; D. McArthur and his party of four; and perhaps forty others.

GOSSIP OF THE FRONT.

Odds and Ends of Marine News Tersely Told.

According to the report of the Eljihu Thompson, which has just reached Puget Sound from Honolulu, the British ship Drumlanrig is nearing the end of her long journey, a vessel fully answering her description having been sighted by the Thompson 100 miles or so off the Cape. The Drumlanrig left Liverpool with general cargo for R. P. Rithet & Co., Ltd., and supplies for the navy, in December last, and put into Montevideo in May, for necessary repairs. Since then nothing has been heard of her until the report of the just-arrived steamer. The work of re-planking and strengthening the outer wharf, which has been in progress for several weeks, will be completed before Saturday, a thoroughly workmanlike job having been done. Upwards of 155,000 feet of timber, exclusive of the new piling, has been used in the repairs and improvements. The Hope made delivery of some special sizes required for immediate use yesterday, it being found more convenient to make delivery by steamer than by hauling in the ordinary fashion.

A number of returned soldiers from the Philippines were on board the Queen when that vessel arrived from California last evening, their haggard looks and general dilapidation testifying to the severity of their experiences. The men belong to the Portland contingent of volunteers, and have recently been mustered out.

Now that Port Angeles has begun to grow in the shadow of future greatness as a railway terminus, the business of the Garland, maintaining connection with this city, has more than doubled. Indeed, if it grows at the present rate for six months more, a larger and better steamer will be an actual necessity of the place.

Steamer Queen arrived from San Francisco at 5:30 last evening, with upwards of 250 tons of miscellaneous freight for Victoria, and perhaps two dozen passengers. Included among the latter were two companies of regular infantry for the Marrowstone Point barracks, Washington.

Both the Rosalie and the City of Topeka gave Victoria the go-by in passing down from the North for Puget Sound on Monday. The only American ship in the Skagway trade that can be depended upon to call both going and coming is now the Cottage City.

The long-overdue Katie Flickinger, from Pisagua for Royal Roads, is reported to have passed in last night, thus disposing satisfactorily of all uneasiness concerning her.

M. Kalish, owner of the steamer Humboldt, has placed the steamer Challenger in service between Tacoma and San

Francisco, to accommodate bulk freights that are in no particular hurry. She is expected to make a round trip every 45 days.

The four-masted schooner J. C. Wood, construction of which was completed at Gray's Harbor only a week or so ago, towed up to Cowichan yesterday with the Lorne, to take her maiden cargo of props for Santa Rosalia.

Government steamer Princess, which had met with a mishap in the engine room that left her helpless, was brought to port yesterday by the Fearless of Westminster. She will go in dock at once, to make good.

San Francisco is suffering from a scarcity of coal that threatens to develop into a fuel famine. The cause is difficulty in securing carriers from the Northern colonies.

Schooner R. I. Morse, which has been utilized as a floating home for fishermen during the salmon run over the Sound, returned to port yesterday in tow of the Lottie.

Only about 100 excursionists took advantage of the reduced Labor Day rates of the C. P. N. Co. to visit the Mainland for the workingman's holiday.

Tug Lorne returned yesterday from Tacoma, whither she had taken the German ship Dreha, chartered to load wheat for the U. K.

Steamer Mystery is returning from the season of fishing work on the Skeena, where she has been acting as a cannery tender.

Steamer Victorian took on 800 cases of salmon for the Eastern market on her call at the outer wharf last evening.

Schooners Bonanza, Lulu and Splendith were in port yesterday, each with produce from the Fraser valley.

Steamers Oscar and Lapping have left for the Fraser under special charters for service as cannery tenders.

The R. M. S. Empress of Japan, from Vancouver and this port, reached Yokohama yesterday.

D. G. S. Quadra goes out to-day to reconnoitre the Fisgard and Discovery light stations.

Steamer Unatilla leaves for San Francisco direct, from the ocean dock this evening.

The Hope arrives Monday from Malaspina, with logs for the Sayward mills.

Steamer Cottage City is due from the North on Friday.

Steamer Dirigo left for the North last evening.

Steamer Kinshu Maru sails outward to-day.

A business man is not the most patient creature in the world. He cannot wait to hear any long-drawn-out story of the cause of his ailment. He doesn't care two straws about a bit of the spin theory of how he should treat himself. He may be predisposed to scrofula, or consumption. "That," he will tell you "has nothing to do with the case." He wants to be well. If he can be cured, while on a prescription and send in your bill. So, here's the first part of the prescription.

Dr. Pierce's Golden Medical Discovery is a microbe hunter and killer. Many persons of scrofulous blood, encourage the breaking out of unsightly sores, to prevent the disease going to the lungs. There is no need of this state of dread and discomfort. Purify the blood. It can be done. "Golden Medical Discovery" will cure 99 per cent. of all consumptive cases, also of all other lingering bronchitis, throat and lung diseases.

A special line of table and hanging lamps at very moderate prices. Weiler Bros.

A Costly Fire Averted.—Shortly before 4 o'clock yesterday afternoon an alarm from Box 54 took the fire brigade to Thorpe & Co.'s soda factory on David street, where a spark from the stack had set the dry roof shingles in a blaze. The wind was precisely in the right quarter to make a dangerous and costly fire, yet so sharp was the work of the firemen, with an engine stream played on the burning shingles from an adjoining roof, that the total bill of damages will be less than \$5. It was a case of sharp work and good work—and let honor be given therefore.

A Queen in Her Class.—Among the present visitors at the city police station is a buxom dame of forty, belonging to the Sonchees tribe, who sadly acknowledges to a weight of 410 pounds, and claims the distinction of being the only genuine fat lady among the native tribes of British Columbia. She was born on the reservation just across the harbor, and conscientiously believes that she has not yet ceased growing. Latterly she has been suffering considerably from nervous prostration, and has used Paine's Celery Compound with good results. Anyone desirous of adding weight may learn a lesson, and govern himself or herself accordingly.

Musicians From the North.—Messrs. Voorhees and Davis, who a year or so ago made Victoria their headquarters, have reached the city from the North, and are staying at the Occidental. They have been all through the northern mining camps, coming out recently from Atlin, which country they describe as promising much, but not as good for the line of business as Dawson. "You can get a meal in Dawson now," said Mr. Davis last night, "for \$1 as good as you can get anywhere in this city for half the money. We are not going back, however; we are going to New York, and expect to leave shortly." Messrs. Voorhees and Davis arrived yesterday evening on the Islander, having reached the Terminal City on the Rosalie yesterday. Mr. William Wilson, who has been visiting the northern gold fields, was the only Victorian on the Rosalie with them.

TELL YOUR SISTERS!
A Beautiful complexion is an impossibility without good pure blood, the sort that only exists in connection with good digestion, a healthy liver and bowels. Karl's C. C. Liver Root Tea acts directly on the bowels, liver and kidneys, keeping them in perfect health. Price 25 cts. and 50 cts. Sold by Henderson Bros.

Notice of Application

The undersigned will apply within 60 days of date, to the Chief Commissioner of Lands and Works, at Victoria, B. C., for permission to purchase or lease 100 acres of land more or less, which forms the point known as Sharp Point, lying between Refuge Cove and Sydney Inlet, on the west coast of Vancouver Island. The line of said land to commence at a certain post set up the 10th day of June, 1890, on the west shore of Sharp Point, thence 20 chains east, thence following the shore line southerly around the Point, and northerly back to place of commencement, at said post.

Dated 25th July, 1899.
J. RINGLUND,
S. OHSINGER,
K. PETERSON,
S. A. DRINKWATER,
WILLIAM M. BREWER,
Victoria, B. C., August 7th, 1899.

Bois' Suits
...For Half Price.

ARTHUR HOLMES, 78 Yates St cor Broad

THOMAS EARLE

WHOLESALE GROCER
and IMPORTER.92, 94 and 97 Wharf Street,
VICTORIA, B. C.Goods suitably packed for transportation by sleighs or otherwise
Requisite Customs House Papers prepared free of charge.

Klondike and Miners' Outfits.

Get Ready for Winter.

Wonderful Air Tight Heaters in all sizes
and all Prices. Call and see Them.
Also our special line of

...MAJESTIC RANGES...

GEO. POWELL & Co.

CHEAPSIDE 127 GOVERNMENT ST.

Read • The • Colonist

myself and Rawald John McDenell.
WILLIAM ROBERT JACKSON.

DAVID, POOLEY & LUXTON,
Solicitors to the Union Cullery Company.

THE WEATHER.

Meteorological Office,
Victoria, Sept. 5-8 p.m.
WEATHER SYNOPSIS.

The Pacific high pressure area is again spreading inland over this province, where it will probably cause several fair days. The weather has become more settled in this vicinity. In Cariboo and Alberta considerable rain has fallen, and showers will probably spread eastward to Manitoba, where the weather at present is fine.

TEMPERATURES.

	Min.	Max.
Victoria	51	63
New Westminster	50	62
Ranloos	50	60
Harkerville	36	52
Calgary	44	52
Winnipeg	50	62
Portland, Oregon	50	62
San Francisco, Cal.	54	66

FORECASTS.

For 24 hours from 5 a.m. (Pacific time)—
Wednesday:
Victoria and vicinity—Fresh southwest and west winds, mostly fair, not much change in temperature.
Lower Mainland—Moderate winds, mostly fair, stationary or higher temperature.

DENISON.

Report for 24 hours ending 5 p.m. Observations taken daily at 5 a.m., noon and 5 p.m.

SUNDAY, Sept. 3.

Deg.	Deg.
5 a.m. 54	Mean 59
Noon 62	Highest 62
5 p.m. 62	Lowest 53

The velocity and direction of the wind were as follows:

5 a.m.	Calm.
Noon	8 miles east.
5 p.m.	12 miles east.

Average state of weather—Cloudy.
Rain—Trace.

Sunshine—1 hour 18 minutes.
Barometer at noon—Observed, 29.879
Corrected, 29.847

MONDAY, Sept. 4.

Deg.	Deg.
5 a.m. 52	Mean 55
Noon 56	Highest 59
5 p.m. 58	Lowest 52

The velocity and direction of the wind were as follows:

5 a.m.	Calm.
Noon	7 miles west.
5 p.m.	18 miles southwest.

Average state of weather—Partly cloudy, with showers.

Rain—0.4 inches.
Sunshine 4 hours 36 minutes.
Barometer at noon—Observed, 29.826
Corrected, 29.802

TUESDAY, Sept. 5.

Deg.	Deg.
5 a.m. 51	Mean 56
Noon 58	Highest 63
5 p.m. 59	Lowest 50

The velocity and direction of the wind were as follows:

5 a.m.	Calm.
Noon	8 miles south.
5 p.m.	12 miles southwest.

Average state of weather—Fair.
Rain—0.6 inches.

Sunshine 5 hours 42 minutes.
Barometer at noon—Observed, 30.048
Corrected, 30.031

E. BAYNES REED,

Provincial Forecast Official.

DO YOU KNOW

Consumption is preventable? Science has proven that, and also that neglect is suicidal. The worst cold or cough can be cured with Shiloh's Catarrh and Consumption Cure. Sent free for over 50 years.

PASSENGERS.

By steamer Yosemite from Vancouver:

Hon. A. Henderson.	Mrs. Healey.
Mrs. Melville, M.P.P.	Mrs. Langley.
E. H. Wilson.	L. Campbell.
A. J. Goward.	C. Ellis.
L. Larklin.	I. Lester.
Miss Vincent.	J. Kerball.
Mr. Boyce.	Rev. J. A. Sinclair.
Mrs. Boyce.	A. Sutton.
Miss Mitchell.	H. Berry.
T. O'Connell.	C. W. Collins.
J. McGilvray.	D. Goldberg.
J. Wilson.	D. E. Galt.
A. E. Briskine.	W. C. Grassie.
Gen. Barker.	W. C. Carson.
E. Conrad.	W. Goldy.
E. P. Varis.	I. D. Brock.
Hon. Justice McGill.	I. E. Smart.
Mrs. Taylor.	C. W. Collins.
Mrs. Taylor.	H. E. Smith.
A. E. Bull.	H. L. Reid.
Col. Peters.	Mrs. Reid.
Dr. Bell.	

By steamer Queen from San Francisco:

C. N. Westwood.	F. H. Hambold.
Mrs. Westwood.	Mrs. Hambold.
Miss Westwood.	H. Dawson.
Miss Nichols.	Miss A. Magee.
Miss Butler.	Miss Magee.
Miss M. Farner.	Mrs. R. H. Payne.
Miss H. Short.	Mrs. L. Argus.
J. Baxter.	Rev. J. W. Payne.
Mrs. J. D. Thomas.	I. Prentice.
Miss L. Foster.	Mrs. Wambold.
Mrs. E. Thomas.	Miss Wambold.
W. E. Britt.	Miss Marlett.
J. D. Mason.	A. Beattie.
Mrs. Mason.	Mrs. Beattie.
Mrs. Saunders.	Mr. McConley.
Mrs. W. Blackford.	Mrs. McConley.
Miss C. Smith.	T. R. Donovan.
C. G. Fraser.	

By steamer Victorian from the Sound:

John Cobb.	Mrs. Torrey.
R. H. Taylor.	R. Ashford.
Mrs. W. A. Senkler.	S. A. Mills.
Mrs. E. Senkler.	H. Chapman.
J. Carroll.	M. Lupton.
Mrs. Carroll.	F. Lupton.
J. P. Crowley.	F. Donaldson.
C. C. Caruthers.	Hon. A. E. Smith.
A. G. H. L.	Mrs. Smith.
J. Gilman.	F. G. Richards.
Mrs. Gilman.	L. Carey.
Mrs. M. R. Howley.	Mrs. McB. Smith.
J. P. Brown.	Miss Whitechurch.
Miss P. Bodman.	H. Sherman.
Frank Smith.	W. H. Talnes.
C. G. H.	Mrs. Heath.
Mrs. F. Richter.	Mrs. Heath.
R. B. Anderson.	W. A. Cameron.
Mrs. Anderson.	Mrs. Lock.
Mrs. Chaffner.	Wm. Lock.
T. G. Ross.	Mrs. J. McIntyre.
T. D. Torrey.	Dr. O. H. Gardiner.
Mrs. Gardner.	T. M. Hickey.

By steamer Islander from Vancouver:

C. Hoskin.	G. E. Magee.
E. A. Morris.	J. P. Stewart.
S. O'Brien.	Mrs. Stewart.
S. P. Moody.	Mrs. Pearson.
M. Myers.	Mrs. Drysdale.
W. Colander.	Miss Carmichael.
F. H. McElroy.	F. H. McElroy.
T. R. Law.	J. F. Poulkes.
Mrs. McRobbie.	J. Carne.
H. Madden.	S. H. Moss.
Mrs. McRimmon.	J. Ramsay.
Mrs. Ald.	J. B. Gilpin.
Mrs. Newbury.	A. W. Johnson.
T. Pamphlett.	A. W. Riley.
J. F. Connell.	J. Howell.
Mrs. J. Jeffrey.	J. Mohun.
Mrs. Barrow.	E. Runyon.
Mrs. Reed.	Mrs. Runyon.
H. Brodie.	Miss O'Brien.
M. H. Smith.	D. M. Smith.
Mrs. McGuire.	Miss Arkle.
Miss McGuire.	

Labor Day

Pastimes.

All the Sports Except Baseball Postponed on Account of Rain.

Unique Parade in Which Many Industries Were Realistically Represented.

Jupiter Pluvius seriously interfered with the carrying out of the programme of sports arranged for the celebration of Labor Day at Nanaimo. All the games, excepting the baseball match between the home team and the Maple Leafs of this city had to be postponed on account of the heavy down-pour of rain, which lasted most of the day. The ball players, despite the rain, took the diamond and put up a very lively game, resulting in favor of Victoria by a score of 14 to 2. The only features of the celebration that could be at all attempted were the parade and the special flying. It rained pitilessly on the former, and the streets were covered with several inches of mud, but the procession, nevertheless, was carried out with much success. The parade was one of the most unique on record in British Columbia. In it were represented industries of every organization coming under the Trades and Labor banner. The blacksmith shop, the carpenter's shop, the coal mine, and many other lines of industry were well represented on floats. The ring of the anvil, the blowing of the bellows, the hammering and sawing, the saving of the pulp, all were as natural as though in the ordinary toll of the day. The sight was indeed impressive, and well illustrated to strangers the Trades and Labor people of British Columbia. At 11 o'clock and at noon, when the regular train arrived from the south, Victorians were met by the procession, and the marching about the city were extended to the city hall, where the union representatives were greeted with the friendship of their brother tradesmen and of Nanaimo in no half-hearted way. The representative society men present from Victoria were as follows: J. Naudé, president of the Trades and Labor Council; T. H. Twigg, and Geo. A. Goldwell, Typographical Union; James Welsh, iron moulder; F. Butler, press; J. C. Meiss and Geo. Keon, cigar makers; A. G. Hay, stonecutters; G. Penketh, boiler makers; James Tagg, ship carpenter; and J. Naudé, carpenter. Altogether there were over 400 excursionists present from Victoria, the first train from here landing four hundred.

LOCAL NEWS.

Clearing House Returns.—The returns of the Victoria clearing house for the week ending yesterday were \$459,528, with balances of \$100,922.

Attention.—Attention is directed to the regular trade sale of earthenware which is to take place at the board of trade building to-day at 11 a.m.

Epworth League.—The Epworth League of the Centennial Methodist church held the first of their regular winter meetings on Monday, after the usual summer rest.

Store Burglarized.—The feed store and grocery of Mr. F. P. Raitt, at St. North Park street, above Cook, was on Monday broken into, two sacks of wheat and four or five of middlings being stolen. An entrance was effected through a window, by parties, it is supposed, who have chickens to feed.

B. Y. P. U.—At the regular meeting of the B. Y. P. U. of Calvary Baptist church on Monday evening, Miss Naudé was elected president and Miss Pickard secretary. Standing committees were appointed, and it was decided to take up the Christian culture course, which is now greatly in vogue throughout the States.

The Last Chapter.—The last chapter in the sad case of Kathryn Bruno was enacted on Sunday, when the mortal remains of the poor child were consigned to a grave in Ross Bay cemetery. The services were held at the saddened home on Pandora street and at St. Andrew's (R. C.) cathedral, Rev. Father Althoff officiating. The pall-bearers were W. J. Deasy, Ralph Leeming, C. E. Jones, W. Miller, F. Sila and W. Biavacchi.

Band Excursion.—The Fifth regiment band's excursion to Seattle comes on Monday of this week, when the steamer Victorian leaves at 7 a.m. To provide some extra amusement the committee have engaged Manager Frank Higgins' "hit incubators," and the "Big Four" quartette, who will render some of the latest song successes. Two hundred bicycle racks will be furnished on the boat, and wheels may be taken without extra charge.

Opening Sale.—Mr. Herbert Cuthbert, auctioneer, reports a large number of entries for his first sale on Thursday next, which promises to be one of the largest held in an auction room for some years. It will include the whole contents of an elegantly furnished seven-roomed house. The furnishings will be artistically arranged, and will be on view the morning of sale. The auction rooms are on Langley street, close to Bastion.

In the Full Court.—In the Full Court yesterday the Craigflower road appeal was taken up, Mr. W. J. Taylor and Mr. J. M. Bradburn appearing for the city (appellants), and Mr. A. E. McPhillips and Mr. Frank Higgins for Styles (respondent). Judgment was reserved. The preliminary list for today is: Re O. K. Mining Co., motion; Le Bau vs. Kirk, motion; Bird vs. Veith; Pender vs. War Eagle; and E. & N. Railway Co. vs. New Vancouver Coal Co.

Wanted: A Wife.—Both city and provincial police have been requested to do what they can toward securing the return to her home on Frederick street of the wife of a gentleman well known in shipping and cannery circles, who left her place of residence last Friday night, and is supposed to be at present journeying eastward on the C. P. R., in the company of a young man named Butler, who recently met with a serious accident at the Chemical Works. It is by reason of the fact that some \$700 of the husband's money disappeared coincidentally with the departure of the wife and child, that the police find it within their province to interfere, if so be that the elopers can be apprehended. Butler, it is said, was engaged to be married to a sister of the woman with whom he fled, and she feels quite as badly in the premises as does the deserted husband.

THE ORPHANS' HOME.

Business Meeting of the Directors—The Donations For Last Month.

The regular monthly meeting of the ladies' committee of the British Columbia Protestant Orphans' Home was held yesterday at the home, Hillside avenue, Mrs. F. McCulloch in the chair.

After routine business and scrutiny of the bills for the month, a report from the visiting committee was received, from which it appeared that there were 57 children in the home, all well, and 44 of them attending school. An application for a child for adoption had been acted upon, and two similar applications were under consideration.

Mrs. Berridge and Mrs. McNeil were appointed visitors for September. A cordial vote of thanks was extended to Mr. Jamieson for his kind invitation for the children to hear the celebrated Godfrey's band; also to the united societies for their generous gift of \$52.50, and to Mr. J. Cotsford for extensive repairs to the furnace.

The following donations for August are thankfully acknowledged: Mrs. M. Adams, new clothing; Miss Grant Fraser, clothing; Mrs. J. D. Pemberton, clothing, balls and papers; Mr. Appleby, two moulding boards; Mrs. McKieckling, picture books; Mr. Newbigging, repairs to sewing machine; Mrs. Sargison, candy; Mrs. Wilkins, boots; A. Friend, clothing; Mrs. Fred. Davis, ward, clothing and books; Mrs. William Boorman, butter and box of tea; Three Crow Campers, cakes; A. Friend, clothing; Mrs. C. E. Renout, clothing and boots; Mrs. Heineken, boots; Mrs. Andrews, clothing and boots; Societies' Re-union, two boxes biscuits; Mrs. Taylor, clothing; Mr. R. E. Knowles, millinery; Times, Colonist and Star, daily; Mr. J. R. Cotsford, receipted bill papers; Mr. J. R. Cotsford, receipted bill of \$12.50 for repairing furnace; Mr. R. Jamieson, free admission to Godfrey's band concert; Mrs. H. McGregor, one pair infants' shoes.

A man's wife should always be the same, especially to her husband, but if she is weak and nervous, and uses Carter's Iron Pills, she cannot do for them make her "feel like a different person," so they all say, and each husband says so, too.

MR. MARCHANT'S CRUSADE.

His Mistakes in Championing the Transvaal Against British Interests.

Mr. William Marchant, school trustee and appraiser of customs, who delights to air his views on any and all subjects, whether he is acquainted with them or not, in the press or on the platform, has seen fit to enlighten (?) the readers of the Times on the Transvaal question. His letters were written with so little knowledge of the subject and so bristled with inaccuracies that Mr. Hirschel-Cohen, in a philanthropic desire to enlighten Mr. Marchant's ignorance, made an offer to instruct that gentleman in an matter. This gave Mr. Marchant an excuse to write a second lengthy letter, in a style only equalled by his late political speeches, and chiefly avoiding the question at issue. Mr. Hirschel-Cohen made a spirited reply, which is reproduced below, as it contains much that is interesting and instructive. This letter should induce Mr. Marchant to seek after the light which is so kindly offered him, but the chances are that it will form the text for another column or more of "what Mr. Marchant don't know" about the Transvaal question. Here is the reply referred to:

THE TRANSVAAL QUESTION.

To the Editor: Instead of taking my advice, giving up good faith and sincerity, Mr. Marchant again rushes into print and bubbles off, as usual with useless information. If he would only condense his points and not waste time by talking to the Ant and not the ocean one might be able to get a glimmering of his ideas.

He accuses me of introducing extraneous facts, giving a good faith and sincerity. Mr. Marchant again rushes into print and bubbles off, as usual with useless information. If he would only condense his points and not waste time by talking to the Ant and not the ocean one might be able to get a glimmering of his ideas.

The truth is that Mr. Marchant is suffering from Cerebral Stenosis and he is not going to allow himself to be travelled by want of facts from indulging in his favorite and besetting sin.

Mr. Marchant has been giving innumerable instances of what he calls abuses in other countries as justification for the abuses existing in the Transvaal, and by the same clear and logical style of argument whenever these abuses are complained of in any other countries, the Transvaal can be cited as an instance and a reason why they should be permitted and continued.

I am shocked to hear that embezzlement occurs under the Canadian and Provincial governments, and that the officials are never brought to justice. This is the only inference that I can draw from Mr. Marchant's analogy, because that was the point made in my letter. I presume that the next time a similar offence is committed that Mr. Marchant will advise the offender to plead that as they commit crimes of the same nature in the Transvaal they should be allowed to be committed with impunity in Canada.

Mr. Marchant starts a number of hypotheses and then demolishes them. It may be amusing to him, but it certainly monopolizes your space.

The cry that the capitalists are fomenting the present trouble is absolutely ridiculous, since they, of all people, are doing their utmost to bring about a peaceful solution of the present difficulty. Just think for one moment, and think what possible benefit could accrue to the capitalists by a war which would reduce many of them probably to beggary, and would in the result the destruction of an immense amount of valuable property. Does Mr. Marchant think that all of the 210,074 Uitlanders are capitalists?

In my last I made one error, when I mentioned the number of Boers as being 127,000. I have now before me the Statistics of the Transvaal (Transvaal State Almanac) for 1899, which gives the population of the Transvaal as 288,750, of which 210,074 are Uitlanders, and 78,676 are Boers. You will thus perceive that 73 per cent. of the white population are Uitlanders, and 27 per cent. are Boers. There are 127,362 Uitlanders, against 39,638 Boer males. I need hardly say anything more as to the significance of these figures. If Mr. Marchant cannot perceive them, then he must be absolutely blind to reason.

comment to declare war upon Transvaal? And then states that I very lamely offer as a reason that the persons and lives of British subjects are in danger. I am surprised and disgusted that anyone calling himself an Englishman should think that British lives and persons are not to be regarded as sacred. I was under the impression that when I gave that reason it was the strongest possible one I could give. Let me refer Mr. Marchant to Lord Palmerston's celebrated speech of the Don Pacifico debate, and to the concluding passage of that speech: "Why, as the Roman in days of old held himself free from indignity, when he could say, 'Cristi Romanus sum,' so also a British subject in whatever land he may be shall feel confident that the watchful eye and the strong arm of England will protect him against injustice and wrong." And I think that it has been the greatest boast of Englishmen in the present day that wherever they went they could claim that which was held out to them by Lord Palmerston, viz., the protection of their country. And I think also, that when the lives of English women and English children are in danger at the hands of a brutal and demoralized race like the Transvaal Boers, there can be no stronger reason given for the intervention of the mother land on their behalf.

Mr. Marchant affects to sneer at what he terms my great experience and extensive knowledge of the Transvaal. Having had an experience in that country of nearly twenty years as an explorer and a miner, I can afford to let any of Mr. Marchant's silly laments pass, and will he really shows himself willing to study the subject, I refuse to exchange any more letters with him. Yours truly, H. HIRSCHEL-COHEN.

Victoria, Sept. 4, 1899.

CONSIGNEES.

By steamer Queen from San Francisco:
A. Stewart, Ockell & Morris.
Albion Iron Works, P. Kennedy.
B. & M. Co., Pither & Leiser.
C. Morley, P. H. Peterson.
C. J. Spratt, P. McQuade.
D. H. Ross & Co., R. Baker & Son.
E. Leeming, R. P. Rithel & Co.
F. B. Marvin & Co., S. Pitts.
G. H. & Co., Rev. J. G. Hinton.
H. H. & Co., Vinclair & Co.
I. Clarke, Valo & Brooks.
J. Hudson Bay Co., Vic Chem Co.
K. Short & Son, Wilson Bros.
L. Bursley, J. E. Bowen.
M. R. Smith & Co., J. E. Chipman.
N. W. Blackford, McMillan & H.
O. W. Blackford, Wells Fargo & Co.

By steamer Victorian from the Sound:
R. P. Rithel & Co., Fell & Co.
S. E. Prior & Co., E. G. Prior & Co.
Pither & Leiser, W. E. Vanstone.
Erskine W. & Co.
By steamer Islander from Vancouver:
D. Spencer, J. H. Baker.
Martin & Robertson, W. G. Cameron.
Leuz & Leiser, Vic. B. & S. Co.
Hudson Bay Co., Mulhead & Mann.
Weller Bros., A. McQuade & Son.
Thorpe & Co., Vic Chem Co.
M. A. Levy, Watson & Hall.
G. A. Richardson, J. P. Burrows.
E. G. Prior & Co., S. E. Prior & Co.
W. Bowness, J. Somner.
Gibson Hicks & Co., R. P. Rithel & Co.
Nicholls & R., H. E. Munday.
J. Weller Bros., W. Wilby.
W. S. Fraser & Co., T. N. Hibben & Co.
J. Piercy & Co., A. Barker.
E. G. Prior & Co., S. E. Prior & Co.
M. R. Smith & Co., E. G. Gelfer.
J. Fullerton, Brown & Cooper.
Stevens & Jenkins, J. Tollek.
W. & J. Wilson, Clark Pearson.
McCauley Bros., Naval Store Office.
J. Maynard, Dom. Exp. Co.

HAPPY MEN AND WOMEN.

Paine's Celery Compound has Given Them new Health and Long Years of Life.

Thousands Made Well During the Summer Months.

How to be Strong and Happy in the Autumn Season

Happy indeed are the men and women who, during the summer months, have taken advantage of the disease-banishing and life-giving virtues of Paine's Celery Compound. Dangerous ailments and wasting diseases have been overcome and banished, and they enter the autumn months full of life and vigor, with long and happy years before them.

If you are unfortunately numbered with those who are tired, worn-out, nervous, dyspeptic, rheumatic, neuralgic, or your life made miserable by kidney disease, liver trouble or blood disease, and have met with sad failures in the past under medical treatment and the use of wrong medicines, we would impress upon you the wisdom of trying Paine's Celery Compound, a medicine that cannot fail or disappoint you. It is the only remedy in the world that has made in my life the difference between a man and a woman—a remedy that has received the complete indorsement of the best physicians.

Joshua Davies,

AUCTIONEER.

TO-DAY

Regular Trade Sale.

45 Crates White Granite,

and Assorted

EARTHENWARE

From Messrs. Thomas Hughes & Son, to be sold by public auction.

WEDNESDAY, SEPTEMBER 6th, '99

AT 11 A.M.

at the Board of Trade Building, where samples may be seen; catalogues may be had by applying to

JOSHUA DAVIES,

Auctioneer.

Auction = Sale

Valuable City Property

Tuesday, Sept. 12

At 12 o'clock, noon,
At the auction rooms of Wm. T. Hardaker,
77, 79 and 81 Douglas St., Victoria.

13 Lots on Yates street.
15 Lots on Pandora street.
22 Lots on Camoson street.
7 Lots on Fernwood road.
5 Lots on Johnson street.

Terms of sale, 25 per cent. cash, balance at 5 per cent. for 1, 2 or 3 years.

Plan of property can be seen and further particulars obtained at the office of the auctioneer,

WM. T. HARDAKER,
Douglas Street.

A very useful little table was recently published by the late Peter J. Leech, of Victoria, entitled:

"Hour Angles Without Logarithms."

It was originally intended for the use of surveyors in Canada, but the results obtained from it are sufficiently accurate to be of great service to navigators in the latitudes mentioned, viz., 40 degrees to 60 degrees north, and 40 degrees to 60 degrees south.

Should the navigator prefer to determine his hour angle in the usual manner, Mr. Leech's table will prove invaluable as affording a ready check upon his work. Copies of the table may be had at the bookstores, or at the office of the Colonist Printing & Publishing Company, Victoria.

PRICE \$2.00.

MINES and PROSPECTS

Examine and Reported on.
D. R. IRVINE of H.M. Geological P.O. Box 502. Survey, Scotland, Office at Swinton, and 6 years mining & Geology Victoria & experience in B. C.

Collegiate School

VICTORIA, B. C.

Patron and Visitor,
The Lord Bishop of Columbia

STAFF:

J. W. Laing, M.A., Oxon, Head Master.
Rev. C. Enser Sharp, M.A., Cantab.
H. J. S. Muskett, St. Peter's College, Cambridge.
Moderate terms for day scholars and boarders. Boys received from 8 years of age and upwards. The Christmas Term will commence on Monday, Sept. 11th, at 2.30 p.m.
Present numbers, 50.

APPLY TO HEAD MASTER.

Victoria College

Beacon Hill Park.